

FE204

Diagram No. 1215-3

NOAA FORM 76-35A

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

DESCRIPTIVE REPORT (HYDROGRAPHIC)

Type of Survey Field Examination
Field No. SP-6-66
Office No. FE-204

LOCALITY

State New York
General Locality .. South Coast, Long Island
Locality Jamaica Bay

1966

CHIEF OF PARTY
LT. R.M. Petryczanko

LIBRARY & ARCHIVES

DATE September 16, 1966

☆ U.S. GOV. PRINTING OFFICE: 1976-669-441

NOTE: A new system for registering Field Examinations (FE's) was established in 1980. All FE's are now consecutively numbered as shown hereon. The date shown in the new format is the actual date of survey. This material was previously registered as;

FE No.2 1966

FE204

F E No. 2
1966

F.C. #2, 1966

FE 204

Diag. Cht. No. 1215-3.

Form 504

U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey Hydrographic

Field No. SP-6-66 Office No. _____
Sheet 1 of 7

LOCALITY

State New York

General locality South Coast, Long Island

Locality Jamaica Bay

19 66

CHIEF OF PARTY

Richard M. Petryczanko, Lt(jg), ESSA

LIBRARY & ARCHIVES

DATE Sept. 16, 1966

USCOMM-DC 5087

F E No. 2
1966

WM/36/66 U.S.

HYDROGRAPHIC TITLE SHEET

SP-6-66
(Sheet 1 of 7)

State: New York

General Locality: South Coast of Long Island

Locality: Jamaica Bay

Scale: 1:20,000

Date: 6-3-66 to 6-23-66

Instructions dated: 6-2-66

Project No.: SP-6-66

Vessel: Hydrographic Field Party 746

Chief of Party: Richard M. Petryczanko, Lt(jg), ESSA

Surveyed by: Richard M. Petryczanko, Lt(jg), ESSA

Soundings taken by: Echo Sounder, Pole

Graphic record scaled by: Party personnel

Graphic record checked by: Party personnel

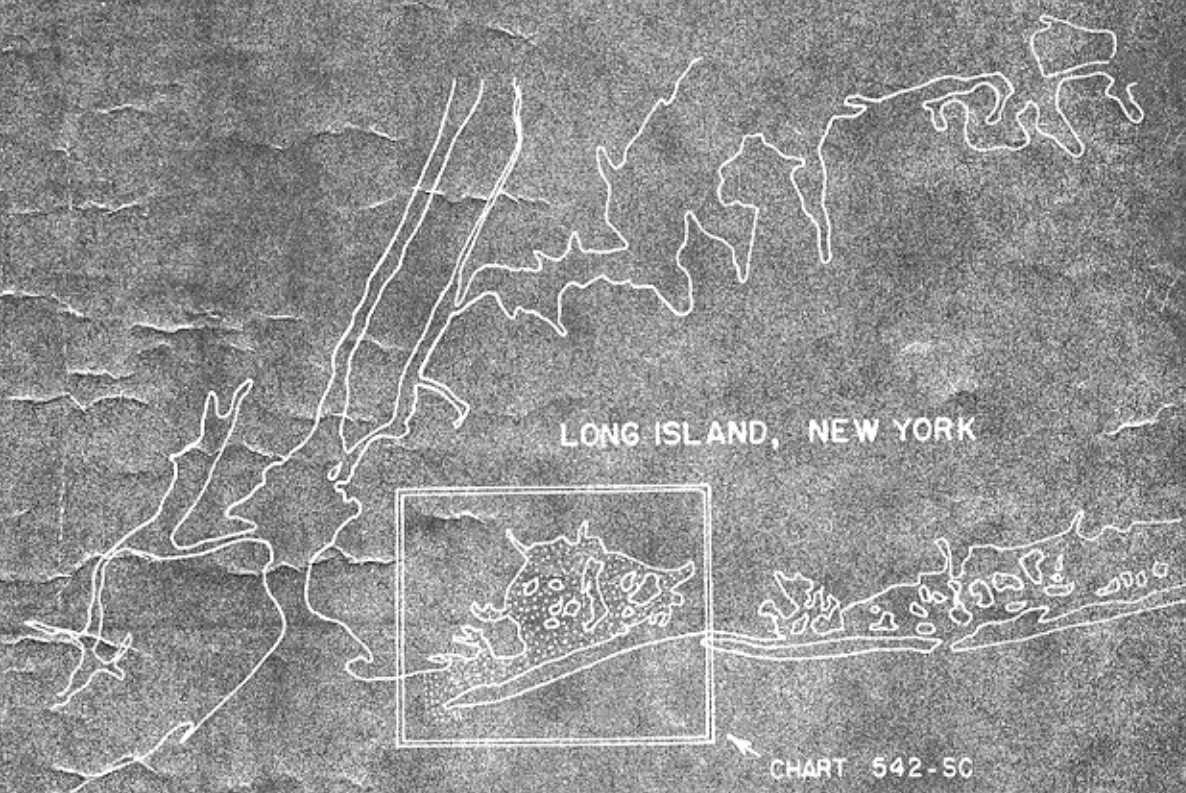
Protracted by: Kenith L. Harris, Ens., ESSA

Soundings: Richard M. Petryczanko, Lt(jg), ESSA

Soundings: Feet at MLW

JP

SHEET LAYOUT



Memorandum

TO : Officer in Charge
HFP-746
Box 488
Amityville
Long Island, New York

DATE: July 8, 1966

In reply refer to:
C3311-188-001-2

FROM : Tides & Currents Branch
Oceanography Division

SUBJECT: Tidal Data, Jamaica Bay, Long Island

Enclosed are tidal data for Sandy Hook, New Jersey for the dates listed in your memorandum of June 16, 1966. Heights are referred to a datum which is 2.3 feet below mean low water.

Listed below are the corrections to be applied to Sandy Hook tides for the various localities of Jamaica Bay.

Location	Time Difference		Height Difference	
	H.W.	L.W.	H.W.	L.W.
Northwest Section	+030 Min.	0	+0.5 Ft.	0
Northeast Section	+040 "	+040 Min.	"	"
Southern Section	+040 "	+020 "	"	"
Inlet Area	0	0	"	"

J. M. Symons
J. M. Symons

Enclosures

(Let 1 inch equal 4 fathoms for deep water and 1 inch equal 0.4 fathom for shoal.)

-1.0 -0.8 -0.6 -0.4 -0.2 0.0 +0.2 +0.4 +0.6 +0.8 +1.0
CORRECTIONS IN FEET, FATHOMS

FORM C&GS-117
(11-65)

U.S. DEPARTMENT OF COMMERCE
ESSA
COAST AND GEODETIC SURVEY

VELOCITY CORRECTIONS

Ship HFP-746 BARGE-746

LT(JG) RICHARD M. PETRYCZANKO Comdg.

These corrections are to be used

between 3 JUNE 1966 and 19

in the locality JAMAICA BAY, L.I., N.Y.

for hydrographic surveys Nos. SP-6-66

10
20
30
40
50
60
70
80
90
100
110
120
130
140
150
160
170
180
190

FATHOMS DEPTHS IN FATHOMS FEET

'A' SCALE

'B' SCALE

DEPTH CORR'N

<5.5 -1.2
5.5-7.5 -1.0
7.5-9.9 -0.8
9.9-12.7 -0.6
12.7-15.9 -0.4
15.9-20.9 -0.2
20.9-28.7 0.0
28.7-38.9 +0.2
38.9-51.3 +0.4

<45.5 0.0
45.5-56.3 +0.2
56.3-68.7 +0.4
68.7< +0.6

BAR CHECK RESULTS

JAMAICA BAY

BARGE - 746

DATE / DAY	VOL / PAGE	5	10	15	20	25	30	35	40	40 B	45	50	55	60
6-3	a	I	5	6.0	10.8	15.7	20.4	25.1	30.0	35.0	-			
				6.0	10.9	15.7	20.4	25.0	30.0	35.0	-			
		I	18	6.0	10.6	15.1	20.2	25.0	30.0	-				
6-6	b	I	20	6.1	10.8	15.1	20.0	25.0	29.9	-				
				6.0	10.4	15.2	20.0	25.0	29.9	-				
6-8	c	II	5	6.1	10.8	15.3	20.1	25.0	29.9	34.5	39.3	40.0	-	
				6.0	10.6	15.0	20.0	25.0	29.8	34.5	39.2	39.9	-	
6-9	d	II	50	6.0	10.7	15.5	20.4	25.0	29.9	-				
				6.0	10.8	15.3	20.2	25.0	30.0	-				
6-15	e	III	24	6.0	10.4	15.1	20.0	24.9	29.7	-				
				5.9	10.3	15.1	20.0	24.7	29.7	-				
		Σ		66.1	117.1	168.1	221.7	274.7	328.8	139.0	78.5	79.9		
		M		6.0	10.65	15.28	20.15	24.97	29.89	34.75	39.25	39.95		
		$\Sigma - R$		66.1	117.1	168.1	221.7	274.7	328.8	139.0	78.5	79.9		
		M		6.0	10.65	15.28	20.15	24.97	29.89	34.75	39.25	39.95		
		CORR N		-1.0	-0.65	-0.28	-0.15	+0.03	+0.11	+0.25	+0.75	+0.05		

* VALUES VARYING GREATER THAN ± 0.5 FT. REJECTED.

A. PROJECT:

Authority for this survey was contained in Instructions dated June 2, 1966, entitled INSTRUCTIONS--SPECIAL PROJECT 6-66-AMC--INVESTIGATION OF CHART DEFICIENCIES, SOUTH SHORE OF LONG ISLAND, NEW YORK.

B. AREA SURVEYED:

The area covered by Sheet 1 of the survey is Jamaica Bay and Rockaway Inlet, Long Island, New York. The limits of the survey are approximately from Lat. $40^{\circ} 32' N$, to $40^{\circ} 40'$, long. $73^{\circ} 46'$ to Long. $73^{\circ} 58' W$.

Field work was performed from 3 June 1966, to 23 June 1966.

C. SOUNDING VESSELS:

All soundings were taken aboard Barge-746 and are denoted by violet color.

Drag operations were performed by Barge-746 and Skiff-6450, and are denoted by red color.

D. SOUNDING EQUIPMENT:

Echo soundings were taken with Raytheon type DE-723 fathometer #247 aboard Barge-746. Water depths ranged from $1\frac{1}{2}$ to 60 feet.

Velocity corrections were determined by means of bar check comparisons, and a phase comparison taken to determine the offset (if any) of the correction curve with the changing of scales. Initial traces were held at 0.0 foot.

Only a-day (violet) had initial held at 0.0

A 14 ft. sounding pole was used in extremely shoal areas.

E. SMOOTH SHEET:

Smooth plotting was done by party personnel on a copy of Chart C&GS 542-SC (included as part of survey records). Positions were traced onto an overlay, and soundings inked on the overlay (overlay also included in survey records).

F. CONTROL:

Visual control was used throughout the entire survey. Charted fixed aids to navigation and landmarks were used in conjunction with sextants to determine three-point fixes that were then plotted on charts using a three-arm protractor. Signals used are described in detail in the beginnings of the sounding volumes.

A complete list of signals used is listed in the Appendix.

G. SHORELINE:

Shoreline was inspected as much as was practical. Significant changes were so noted in the sounding records.

H. CROSSLINES:

Crosslines represent approximately 5% of total hydrography performed. They agree well with basic hydrographic patterns.

I. JUNCTIONS:

Junctions with charted soundings agree fairly well. To obtain perfect junctions, nearly a

J. COMPARISON WITH PRIOR SURVEYS:

n.a. (see paragraph K)

K. COMPARISON WITH THE CHART:

Numbered Items:

1. The prominent light reported in the middle of the jetty on Rockaway Point (Lat. $40^{\circ} 32' 57''$ N, Long. $73^{\circ} 56' 26''$ W) could not be found. Neither could the ruins of a light be found. *Temporary Light - removed before survey - Ch. L. 1586 (1965)*

Natives of the area and the Coast Guard at Rockaway Pt. C.G. Station No. 92 were consulted and all reports indicate there has never been a light in the area described.

Other charted objects in that area exist as charted.

2. No evidence could be found that the noted areas have been dredged to 45 ft. Actual depths are similar to charted depths, and the charted shoals at Lat $40^{\circ} 34.2'$, Long. $73^{\circ} 55.8'$, and $40^{\circ} 34.3'$, $73^{\circ} 55.6'$, still exist. See Pos. 9b-75b.

3. The area described does appear to have been deepened slightly (Pos. 59b-69b).

4a. The entire area at Lat. $40^{\circ} 34.5'$, Long. $73^{\circ} 54.6'$, appears to have been generally deepened. See overlay, Pos 43b-75b)

4b. Hydrography was performed over Island Channel, east of Barren Island. Depths are generally the same as charted, but exposed areas around Nova Scotia Bar have shifted. The general pattern of the bottom is approximately as charted, with only slight variations in depths.

4c. Shoals have built up along the north shore of Beach Channel (Lat. $40^{\circ} 35.1'$, Long. $73^{\circ} 50.0'$). Some areas are now exposed at low water. See overlay, Pos. 65d-77d.

4d. The area surrounding Long Bar was developed. Bottom characteristics and depths appear to be very similar to those charted. See Pos 49d-64d (Lat. $40^{\circ} 35.7'$, Long. $73^{\circ} 48.9'$).

hydro
revised
542
Concur

Hydro revised
542 - D.P.

Additional revisions Sndgs & Curves - 542 - agf

Hydro & MLW
revised 542 - D.P.

Additional revisions Sndgs & Curves - 542
agf

Revised Sndgs & Curves - agf
542

4e. The bottom configuration of Grass Haddock Channel (Lat. $40^{\circ} 36.4'$, Long. $73^{\circ} 47.5'$) differs greatly from that charted (Pos. 1e-45e). Areas just south of Silver Hole Marsh are now exposed at MLW, but shallow waters depicted at Lat. $40^{\circ} 36.25'$, Long. $73^{\circ} 47.60'$, and Lat. $40^{\circ} 36.30'$, Long. $73^{\circ} 47.35'$, and Lat. $40^{\circ} 36.46'$, Long. $73^{\circ} 47.0'$ have been substantially deepened. New depths were obtained in the shoal area southeast of the John F. Kennedy Airport runway extension.

Hydro revised to show deeper sndgs.
Deleted N.E. 2/3 rds of channel
542 agl

The area at Lat. $40^{\circ} 37.6'$, Long. $73^{\circ} 52.5'$, is presently being dredged. No work was done in that area.

Shoal revised
Area deeper
Revised sndgs & curve
542 agl

5.(a) The area at Lat. $40^{\circ} 37.6'$, Long. $73^{\circ} 52.5'$, has not been dredged to 25 ft. Dredging has taken place at Lat. $40^{\circ} 37.8'$, Long. $73^{\circ} 52.3'$, but the survey vessel could navigate no further south than depicted on the overlay due to the existence of shoals (Pos 95b-100b).

Revised sndgs & curves
542 agl

(b) The area at Lat. $40^{\circ} 38.4'$, Long. $73^{\circ} 51.5'$, has also been dredged. See Pos. 103b-106b.

Sndgs & curves revised-542
Concur
agl

6. The areas at Lat. $40^{\circ} 38.8'$, Long. $73^{\circ} 51.3'$, and Lat. $40^{\circ} 38.5'$, Long. $73^{\circ} 50.8'$, reportedly dredged to 45 ft., were surveyed. The entrance to Old Mill Creek has been deepened slightly, but nowhere near 45 ft. The channel area north of Elder's Point Marsh has been dredged. The shoal charted at Lat. $40^{\circ} 38.5'$, Long. $73^{\circ} 50.8'$, has been dredged (Pos 86c-115c).

Sndgs & curves revised
542 agl

7. The piles charted at Lat. $40^{\circ} 38' 35''$, Long. $73^{\circ} 50' 22''$, and Lat. $40^{\circ} 38' 41''$, Long. $73^{\circ} 50' 27''$ exist as charted. Portions of both are exposed at MLW.

8. The shoal charted at Lat. $40^{\circ} 38.75'$, Long. $73^{\circ} 50.15'$, was developed. A shoal does exist (Pos. 1d-8d).

9. The area at Lat. $40^{\circ} 36.31'$, Long. $73^{\circ} 46.44'$, has been dredged. A shoal still exists at Lat. $40^{\circ} 36.25'$, Long. $73^{\circ} 46.32'$, however, and an isolated peak of 3 ft. was recorded at Lat. $40^{\circ} 36.19'$, Long. $73^{\circ} 46.39'$ (Pos. 47e-57e).

Deleted island, appd 11'sndgs.
appd 3' shoal
Revised curves & sndgs
542 agl
Concur

8. Charted submerged piling at Lat. $40^{\circ} 38.77'$, Long. $73^{\circ} 49.87'$, is part of a pier ruins extending southward from island at Lat $40^{\circ} 38.81'$, Long. $73^{\circ} 49.89'$. Southerly end of submerged pilings is located at Lat. $40^{\circ} 38.75'$, Long. $73^{\circ} 49.87'$ -- just barely submerged at MLW (Pos. 9d). *Appd. Subm. Piles 542 Agl*
Concur

9a. Wrecks at Lat $40^{\circ} 36.12'$, Long. $73^{\circ} 54.61'$, Lat. $40^{\circ} 36.12'$, Long. $73^{\circ} 54.56'$, and Lat. $40^{\circ} 36.22'$, Long. $73^{\circ} 54.00'$, exist as charted (Pos. 82c-83c). The submerged wreck charted at Lat $40^{\circ} 36.28'$, Long. $73^{\circ} 54.00'$, exists, but is located at Lat. $40^{\circ} 36.30'$, Long. $73^{\circ} 54.01'$ (Pos. 17b, drag). The charted exposed wreck at Lat. $40^{\circ} 36.52'$, Long. $73^{\circ} 55.05'$, no longer exists. A seawall has been built over that area (Pos. 84c).

The exposed wrecks charted at Lat $40^{\circ} 35.56'$, Long. $73^{\circ} 55.10'$, Lat. $40^{\circ} 35.30'$, Long. $73^{\circ} 54.90'$, Lat. $40^{\circ} 35.31'$, Long. $73^{\circ} 54.74'$, Lat. $40^{\circ} 35.38'$, Long. $73^{\circ} 54.72'$, and Lat. $40^{\circ} 35.45'$, Long. $73^{\circ} 54.72'$, exist as charted (Pos 90b, 91b, 93b). The exposed wreck charted at Lat. $40^{\circ} 35.61'$, Long. $73^{\circ} 54.78'$, has been moved to Lat. $40^{\circ} 35.41'$, Long. $73^{\circ} 54.72'$, and is still exposed (Pos 92b). The wreck charted at Lat. $40^{\circ} 35.20'$, Long. $73^{\circ} 55.09'$, no longer exists. *added 1 wk
deleted 2 wks } 542*
(91b) Concur

9b. The submerged object charted at Lat. $40^{\circ} 33.41'$, Long. $73^{\circ} 57.64'$ PA, was found by dragging. The true position is Lat $40^{\circ} 33.41'$, Long. $73^{\circ} 57.52'$ (Pos 11b, drag). No depth could be recorded.

#196. - added to H-9820 (1979)
during Q.C.I.

repositioned obstr - 542
Concur

FPS

Non-numbered Items:

The charted 17 ft. sounding at Lat. 40° 32.14', Long. 73° 56.50',
was searched for. The least depth recorded was 19 ft. at
Lat. 40° 32.14', Long. 73° 56.50' (Pos. 1a-17a). *1215-17 retained pending vent & Rev. c/j
retained on 542 JLB Concur*

The submerged wreck charted at Lat. 40° 33.00', Long. 73° 54.00',
could not be located. It is recommended, however, that
the wreck continue to be charted until disproved ~~in~~
more conclusively. *Wire drag development insufficient to prove or disprove existence
and was to the west of the charted position. no corr 542*

The charted 6 ft. sounding at Lat. 40° 33.12', Long. 73° 57.14',
was searched for. No shoal was found (Pos. 18a-31a).
It is recommended that the sounding be deleted. *6' deleted & hydro revised
on 542 JLB*
*The charted 6 ft. sounding is from H-7864 (1950). Apparently some deepening has
occurred by natural causes. - DDA*

The charted 6 ft. sounding at Lat. 40° 34.42', Long. 73° 56.83',
was searched for. The 6 ft. sounding was not found, but
a 4 ft. sounding was recorded at Lat. 40° 34.43', Long. 73° 56.76',
(Pos. 32a-39a). *4 ft. sounding was found just to the west of
the charted 6 ft. sounding. 6' curve enlarged, 4' added 542 JLB
Concur*

The bodies of water at Lat. 40° 34.55', Long. 73° 56.70',
are a bathing area--no boats are allowed. Depths are
approximately 2 ft. (Pos. 40a). *no corr 542*

The series of shoals charted at and about Lat. 40° 34.15',
Long. 73° 55.80', exist. *no corr 542*

The exposed wreck charted at Lat. 40° 33.79', Long. 73° 55.11',
no longer exists (Pos. 41a). *wreck deleted 542
Concur*

The exposed wreck charted at Lat. 40° 34.79', Long. 73° 55.70',
is no longer visible. A submerged object was hung on a
drag at Lat. 40° 34.81', Long. 73° 55.74' (Pos. 15b, drag).
It is felt that the charted wreck has washed into the
hole where the drag was hung, and that the object hung
on the drag is the wreck. *revised symbol to: # 542
Concur*

The charted exposed area at Lat. 40° 34.83', Long. 73° 55.52',
was developed. The area is no longer exposed at MLW (Pos. 1b-8b).
deleted L.W. 542 Concur

The reported shoaling at Lat. 40° 34.68', Long. 73° 54.75',
exists, but is slightly westerly of its charted position
(see overlay). *appd to 542 Concur*

The exposed wreck charted at Lat. $40^{\circ} 34.56'$, Long. $73^{\circ} 54.25'$, could not be found--either visually or by dragging (Pos. 1b-4b, drag). *deleted wk 542 concur*

The charted 12 ft. obstruction at Lat. $40^{\circ} 35.13'$, Long. $73^{\circ} 55.52'$, could not be found (Pos. 86b-89b). *deleted 12' & obstr. add 8' & 27' sndg 542*
8' recorded at lat $40^{\circ} 35.10'$, long. $73^{\circ} 55.52'$, 27' recorded at posn. of charted 12' obstr.

The charted 13 ft. sounding at Lat. $40^{\circ} 34.41$, Long. $73^{\circ} 53.70'$, was searched for and not found (Pos. 76b-85b)--recommend it be deleted. *Changes here occurred in this area. replaced 13' with 17'-542*

The 13 ft. sounding originated with Cof E Bp #49292 (1952). *Concur*
The 18 ft. charted sounding at Lat. $40^{\circ} 34.52$, Long. $73^{\circ} 52.91'$, was searched for. No trace of the shoal could be found. Recommend it be deleted. *replaced 18' with 28' 542 aff*

The 18 ft. sounding originated with Cof E Bp #49292 (1952). *Concur*
The area about the charted 4 ft. sounding at Lat. $40^{\circ} 35.17'$, Long. $73^{\circ} 51.31'$, was developed (Pos. 9c-18c). The shoalest depth recorded was 5 ft. at Lat. $40^{\circ} 35.13'$, Long. $73^{\circ} 51.33'$. *revised curves & sndgs 542 aff*

The area about the charted exposed area at Lat. $40^{\circ} 36.10'$, Long. $73^{\circ} 50.60'$, was developed (Pos. 79d-92d). This area is exposed at MLW, but in a much larger area than charted. It extends southward across the Raunt to the Egg Marsh Islands. *Low-water line revised*

Depths were obtained in each of the canals at Lat. $40^{\circ} 36.2'$, Long. $73^{\circ} 49.3'$ (Pos. 93d-107d). All canals but the southerlymost are exposed at MLW. *add low-water line in this area.*

The piles charted at Lat. $40^{\circ} 35.2'$, Long. $73^{\circ} 50.45'$, exist as charted (Pos 78d). *No Corr.*

The area around Long Bar (Lat. $40^{\circ} 35.7'$, Long. $73^{\circ} 48.9'$), was developed. Bottom characteristics and depths appear to be very similar to those charted. *changes applied*

Piles exist at the entrances to Barbadoes Basin and Vernam Basin (Lat. $40^{\circ} 35.7'$, Long. $73^{\circ} 48.5'$), some of which are broken and submerged. See Pos 14c-14c on overlay. *Piles Applied 15c*

The submerged wreck charted at Lat. $40^{\circ} 35.52'$, Long. $73^{\circ} 48.44'$, could not be dragged for because of numerous private boat moorings. It is probable that this wreck has been removed. *Wreck removed - Source Ch E. 131 (1966)*

The submerged wreck charted on Long Bar exists. It is located at Lat. $40^{\circ} 35.90'$, Long. $73^{\circ} 48.90'$ (Pos. 17c, drag). *retained*

The submerged wreck charted at Lat. $40^{\circ} 35.90'$, Long. $73^{\circ} 48.31'$, exists as charted (Pos. 12c) ~~(drag)~~ retained

Two objects were hung on a drag at Lat. $40^{\circ} 35.99'$, Long. $73^{\circ} 48.25'$ —one the charted submerged wreck, the other the offshore end of a row of submerged pilings extending southward to Brant Point (Pos. 9c-11c, drag).

Subm. piles added

An uncharted exposed wreck exists at Lat $40^{\circ} 36.09'$, Long. $73^{\circ} 48.57'$ (Pos. 1c, drag). *appd wk. 542 agl*
Concur

The object charted at Lat. $40^{\circ} 36.87'$, Long. $73^{\circ} 48.70'$, exists. However, it is submerged at all times (Pos. 18c, drag).
object retained

The submerged wreck charted at Lat $40^{\circ} 36.18'$, Long. $73^{\circ} 47.10'$, exists. A mast is exposed at MLW (Pos. 2c) ~~(drag)~~

The submerged wreck charted at Lat. $40^{\circ} 36.10'$, Long. $73^{\circ} 47.27'$, exists as charted (Pos. 3c, drag).
retained

The three submerged wrecks charted at Lat. $40^{\circ} 35.75'$, Long. $73^{\circ} 48.25'$, could not be dragged for because of numerous private boat moorings. It is probable that the wrecks have been removed (Pos. 13c, drag). *Retained 542 Concur*

The submerged wreck charted at Lat $40^{\circ} 35.95'$, Long. $73^{\circ} 47.40'$, exists. Portions are exposed at MLW (Pos. 4c, drag). *retained*

The submerged wreck charted at Lat. $40^{\circ} 35.71'$, Long. $73^{\circ} 47.49'$, exists as charted. (Pos. 5c, drag) *retained*

The charted submerged wreck at Lat $40^{\circ} 35.73'$, Long. $73^{\circ} 47.39'$, has been moved. It is now located at Lat $40^{\circ} 35.85'$, Long. $73^{\circ} 47.38'$, and is exposed (Pos. 6c, drag). *Deleted wk 542 agl*
Concur
appd exposed wk 542 agl

An uncharted exposed wreck exists at Lat. $40^{\circ} 36.10'$, Long. $73^{\circ} 47.15'$ (pos. 7c, drag).

appd wreck 542 agl
Concur

The charted shoal at Lat $40^{\circ} 36.30'$, Long. $73^{\circ} 47.37'$, was developed (Pos. 58e-72e). The least recorded depth was 21 feet. *Shoal deleted, Soundings & curves revised*

The exposed wreck charted at Lat. $40^{\circ} 37.65'$, Long. $73^{\circ} 47.95'$, exists as charted (Pos. 73e). *WK. Applied*

The Grassy Bay spoil and shoal areas adjacent to John F. Kennedy Airport were surveyed. See overlay, pos. 15d-48d, for soundings. A significant shoal sounding of 3 ft. was recorded at Lat. 40° 38.15', Long. 73° 47.73'. *Appd LWL in Spoil Area - Revised bridge & curve outside Spoil Area. Concur*

The charted canal at Lat. 40° 39.75', Long. 73° 49.14', has been filled in and no longer exists (Pos. 14d). *Deleted Canal. Concur 542 app*

The four canals charted at Lat. 40° 39.00', Long. 73° 49.55', were investigated. Water exists in the westerly three only, and only at high tide. *Deleted the easterly most canal. 542 app*

The basin charted at Lat. 40° 38.7', Long. 73° 51.7', has been completely filled in and is now used as a dump. The shoreline is now continuous across what used to be the mouth. *easterly canal not deleted, LWL added to all four canals. appd to 542 thru photos. Concur*

Soundings were obtained in Hendrix Creek (Pos. 101b-102b). This creek is a sewer outfall--not recommended for boating because of putrid water and odor. *no cover 542*

The exposed wreck charted at Lat. 40° 36.82', Long. 73° 52.90', exists as charted (Pos. 94b). *retained*

The charted 5 ft. sounding at Lat. 40° 36.40', Long. 73° 52.81', searched for. A 5 ft. sounding could not be found. See Pos. 72c-81c). *Soundings & Curves revised*

L. ADEQUACY OF SURVEY:

This survey is considered complete and adequate to supersede prior data for charting.

M. AIDS TO NAVIGATION:

The following new aids to navigation were located: *✓*

Fixed white light, approximately Lat. 40° 34' 51.3"
Long. 73° 52' 10.0"

Fixed green light, approximately Lat. 40° 36' 04.5"
Long. 73° 48' 04.1"

N. STATISTICS:

days of hydrography-----	5
naut. mi. sounding line-----	81
total naut mi. run-----	215
days of drag-----	3
naut. mi. run-----	115
total days of investigation-----	8
investigations completed-----	93
total naut. mi. run-----	330

O. MISCELLANEOUS:

Channel delineation is best accomplished by a hydrographic pattern crossing the channel at 45°-90°. In several areas of this survey, such patterns would have amounted to running a complete basic survey. In such areas, time was not taken to establish the necessary control to perform this type of survey, and lines were run parallel to the channels, attempting to obtain as thorough coverage as possible. In all cases of channel development, lines were run in the channel itself to determine the leastx dredged depths.

P. RECOMMENDATIONS:

None.

TIDE NOTE

Tidal data was supplied from the standard gage at Sandy Hook, New Jersey. Corrections were proportionately applied to yield values at various sections of Jamaica Bay, as per Tides Section correspondence of 8 July 1966 (correspondence included in Appendix).

LIST OF STATIONS

All stations are charted landmarks

ABE
ACE
AIR
A RV
ATE
BAR
BA S
BEA
CAN
CHI
COG
DUB
FAR
FLA
GAS
HAM
HOM
HOW
LIF
LIT
MID
MOT
OLD
OUT
PEE
RAY
ROK
RUF
RUN
SEA
SOT
STA
TAN
TAL
TOW
UPP
WAY
YEL

APPROVAL SHEET

SP-6-66, Sheet A

The boat sheet SP-6-66, sheet A, was reviewed daily. The survey is adequate and approved.

Richard M. Petryczanko

Lt(jg), Richard M. Petryczanko
Officer-in-Charge, HFP-746

TIDE NOTE FOR HYDROGRAPHIC SHEET

May 11, 1967

~~NAUTICAL OBSERVATIONS~~ R. H. Carstens

Plane of reference approved in
4 volumes of sounding records for FE No. 2 1966

HYDROGRAPHIC SHEET

Locality: South Coast of Long Island, N. Y.

Chief of Party: R. M. Petryczanko, 1966

Plane of reference is mean low water

Tide Station Used (Form C&GS-681):

Sandy Hook, N.J.

Height of Mean High Water above Plane of Reference ^{at the working grounds} is as follows:

Jamaica Bay Inlet = 5.1 ft.
Jamaica Bay (Inside) 4.6 "

Remarks


Chief, Tides and Currents Branch

HYDROGRAPHIC SURVEY STATISTICS
HYDROGRAPHIC SURVEY NO. F.E.No.2 (1966)

RECORDS ACCOMPANYING SURVEY: To be completed when survey is registered.

RECORD DESCRIPTION		AMOUNT	RECORD DESCRIPTION		AMOUNT	
SMOOTH SHEET		1	BOAT SHEETS			
DESCRIPTIVE REPORT		1	OVERLAYS		1	
DESCRIPTION	DEPTH RECORDS	HORIZ. CONT. RECORDS	PRINTOUTS	TAPE ROLLS	PUNCHED CARDS	ABSTRACTS/ SOURCE DOCUMENTS
ENVELOPES	2					
CAHIERS						
VOLUMES	1					
BOXES						

T-SHEET PRINTS (List)

SPECIAL REPORTS (List)

OFFICE PROCESSING ACTIVITIES

The following statistics will be submitted with the cartographer's report on the survey

PROCESSING ACTIVITY	AMOUNTS			
	PRE-VERIFICATION	VERIFICATION	REVIEW	TOTALS
POSITIONS ON SHEET				482
POSITIONS CHECKED		55		
POSITIONS REVISED		2		
DEPTH SOUNDINGS REVISED		35		
DEPTH SOUNDINGS ERRONEOUSLY SPACED		10		
SIGNALS ERRONEOUSLY PLOTTED OR TRANSFERRED				
	TIME (MANHOURS)			
TOPOGRAPHIC DETAILS				
JUNCTIONS				
VERIFICATION OF SOUNDINGS FROM GRAPHIC RECORDS				
SPECIAL ADJUSTMENTS				
ALL OTHER WORK				
TOTALS				
PRE-VERIFICATION BY		BEGINNING DATE	ENDING DATE	
VERIFICATION BY		BEGINNING DATE	ENDING DATE	
REVIEW BY		BEGINNING DATE	ENDING DATE	

Verif & Review by Mr. Romesburg (incomplete)

Differences between the survey and the latest Print of chart 542-SC.

Paragraphs without red checks in the list of numbered and non-numbered items require greater consideration.

Numbered Items

#2. A 36 ft. and a 38 ft. sounding at Lat. $40^{\circ}34.22'$, Long. $73^{\circ}55.95'$ and at Lat. $40^{\circ}34.22'$, Long. $73^{\circ}55.55'$ respectively, are not charted. The chart shows depths of 22 and 23 feet in these areas. It is recommended that the chart be changed to include these two soundings.

#3. One 17' and one 18' sounding at Lat. $40^{\circ}34.00'$, Long. $73^{\circ}54.46'$ and one 18' sounding at Lat. $40^{\circ}34.09'$, Long. $73^{\circ}54.31'$ were ^{removed from} ~~taken off~~ the chart. It is recommended that these soundings be recharted because of insufficient development in this area to either prove or disprove the existence of the soundings.

#4. A 18' sounding at Lat. $40^{\circ}34.50'$, Long. $73^{\circ}54.06'$ is not charted. It is recommended that the chart be revised to include this sounding and appropriate curve which appear in charted depths of 20^{+} ft. Also, a 17' sounding at Lat. $40^{\circ}34.45'$, Long. $73^{\circ}54.01'$ was removed from the chart without being adequately investigated to prove or disprove its existence. It is recommended that the 17' sounding be recharted.

#4. Exposed areas at Lat. $40^{\circ}34.96'$, Long. $73^{\circ}52.10'$; Lat. $40^{\circ}35.05'$, Long. $73^{\circ}52.25'$; and Lat. $40^{\circ}35.20'$, Long. $73^{\circ}52.20'$ were charted from the present survey before verification. However, after verification the soundings in these areas were revised from 0 to 1/2 ft. It is recommended that the exposed areas be removed from the chart.

The low water line at Lat. $40^{\circ}36.80'$, Long. $73^{\circ}52.70'$ needs revision on the chart because of the revisions of the survey soundings during verification.

A 14' sounding at Lat. $40^{\circ}35.99'$, Long. $73^{\circ}52.80'$ is not charted. The 19' sounding that is charted in the position has accreted south approximately 50 meters. It is recommended that this 14' sounding be charted and the 19' sounding and curve be revised.

The exposed area at Lat. $40^{\circ}35.09'$, Long. $73^{\circ}50.20'$ and the low water line at Lat. $40^{\circ}35.12'$, Long. $73^{\circ}50.12'$ were applied to the chart before verification. However, after verification many soundings were revised that affect the chart. It is recommended that the exposed area be removed and the low water line revised on the chart.

A 12' sounding at Lat. $40^{\circ}35.67'$, Long. $73^{\circ}48.65'$ is not charted. It is recommended that this curve be charted and the 12' curve revised.

Also, the low water line at Lat. $40^{\circ}35.87'$, Long. $70^{\circ}48.91'$ was applied before verification and now needs revision ~~after verification~~ ^{because of the soundings revised during verification}. It is recommended that the revised low water line be charted.

Two lights on the survey are not charted. It is recommended that these lights be charted.

White Fixed Light - Lat. $40^{\circ}34.80'$ Long. $73^{\circ}52.18'$

Green Beacon Light - Lat. $40^{\circ}36.08'$ Long. $73^{\circ}48.08'$

#6 The low-water line at the mouth of the Old Mill Creek (Lat. $40^{\circ}38.80'$, Long. $73^{\circ}51.30'$) and along the northern tip of Elders Point Marsh (Lat. $40^{\circ}38.39'$, Long. $73^{\circ}53.70'$) were applied to the charts before verification. During verification missing soundings were revised and it is recommended that the low-water line in these areas be revised also.

A 6' sounding at Lat. $40^{\circ}38.39'$, Long. $73^{\circ}51.67'$ was not charted. This shoal sounding appears in depth of 27 ft. A hand correction was applied to the chart and a N to M released concerning the sounding.

#9 The sea wall at Lat. $40^{\circ}36.52'$ Long. $73^{\circ}55.05'$ is not charted. It is recommended that this sea wall be charted.

Non-numbered items

a. The source for the shoreline change at Lat. $40^{\circ}35.52'$, Long. $73^{\circ}48.42'$ is unknown. Chart Letter 131 (66) states that the station wh. has been removed.

b. The submerged wreck at Lat. $40^{\circ}36.18'$, Long. $73^{\circ}47.10'$ has marks that are exposed at M.L.W. It is recommended that the charted symbol be changed from ++ to +++ Masts.

The verification and review of FE2-1966 is complete except for the acceptance of the above mentioned recommendations, the Field Examination ^{Review} Report, and the investigation of the records for the validity of the 6' sounding at Lat. $40^{\circ}33.12'$, Long. $73^{\circ}57.14'$.

Chart Deficiencies Requiring Investigation

Waterways along the South Shore of Long Island, New York
Charts 542, 542-SC and 120-SC.

The reported deficiencies are located in the waterways, bays and inlets along the south shore of Long Island beginning at Rockaway Inlet and extending easterly to and including Shinnecock Bay.

Prior surveys covering the project area are as follows: H-5322 and H-5323 (1:20,000) 1933; H-5367 A & B (1:20,000) 1933; H-7799, H-7800, H-7801, H-7802 (1:10,000) 1950-51; H-7629 and H-7630 (1:10,000) 1949-50; H-7841, H-7842, and H-7843 (1:10,000) 1950; H-7062 (1:10,000) 1945; H-5733 (1:10,000) 1934; H-7864 and H-7865 (1:10,000) 1950.

These surveys furnish detailed and complete coverage of the South Shore of Long Island, however, due to intensive changes throughout the area over the intervening years, through dredging, waterfront construction and from natural causes these existing surveys have been rendered inadequate in many areas.

Areas encircled and indicated by number are features explained by additional text. These items have originated through reports, investigations, Notices to Mariners and other related means. Other numbered items are those charted from the original surveys that require investigation to verify or disprove their present existence.

All numbered items are of primary importance and shall be specifically disposed of by definite statements in the descriptive report.

There are many features existing in the project area that are either not charted properly or have not been charted at all. The chart should be compared with existing features of the area and any significant differences should be resolved by specific investigation. Examples of such features are: piers, bulkhead, pilings, fixed aids to navigation, dredged cuts, landmarks, etc.

Many of the numbered items will be difficult to verify or disprove by normal hydrographic methods. The use of an improvised drag or sweep may be helpful in these instances.

Federally improved channels by the Corps of Engineers located in the area are: Long Island Intracoastal Waterway extending from the side channel to Patchogue/~~Greetsessau Bay~~ Bay the Shinnecock Canal. - Project dimensions - 6 ft. by 100 ft.

Channel through Great South Bay which continues the Long Island Intracoastal Waterway to Fire Island Inlet. - 10 ft. by 200 ft.

Channel entering Fire Island Inlet. - Project dimensions - 10 ft. by 250 ft.

Channels in Jamaica Bay - See attached copy of the CE Project map of the channel. Grass Haddock and Negro Bar Channels are the only channels in Jamaica Bay charted with limits and controlling depths.

Channel entering Sheepshead Bay at Manhattan Beach - Project dimensions - 6 ft. by 100 ft. (See attached copy of CE Project map)

East Rockaway Inlet - Project dimensions - 12 ft. by 250 ft.

Jones Inlet Channel - Project dimensions - 12 ft. by 250 ft.

Fire Island Inlet Channel - Project dimensions - 10 ft. by 250 ft. (New channel has been dredged southeast of the old project limits).

Patchogue Bay and Creek Channel - Project dimensions - 10 ft. by 200 ft.

Browns Creek Channel - Project dimensions - 6 ft. by 100 ft. (See attached Copy of CE Project map).

Orowoc Creek Channel - Project dimensions - 8 ft. by 75 ft. This improvement has not been completed, to date. (See attached copy of CE Project map)

Many dredged cuts and canals exist in the project area some of which have been encircled on the pre-investigation review. The controlling depths for these features should be determined for charting. Those canals and dredged cuts presently charted with depth legends were taken in most instances charted from 1933 and 1934 surveys.

Caution should be exercised in areas where extensive dredging has been reported to make certain that all charted hazards to navigation have been removed.



U.S. DEPARTMENT OF COMMERCE
ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION
COAST AND GEODETIC SURVEY
ATLANTIC MARINE CENTER
439 W. York Street
Norfolk, Virginia 23510

June 2, 1966

LT (jg) Richard M. Petryczanko
Hydro Party 746

INSTRUCTIONS - SPECIAL PROJECT 6-66-AMC - INVESTIGATION OF
CHART DEFICIENCIES, SOUTH SHORE OF LONG ISLAND, NEW YORK

GENERAL

1. Numerous chart deficiencies exist along the south shore of Long Island, New York. The purpose of this project is to investigate and resolve these deficiencies without a basic survey. If any of those deficiencies cannot be resolved without a basic survey, you shall abandon that particular item and submit appropriate recommendations.

2. Plan of Operation. Work on this project shall begin upon the completion of work on Special Project 2-66.

CHART DEFICIENCY INVESTIGATIONS

3. Horizontal Control. Control is to be the best available method, using charted fixed aids to navigation, landmarks or signals located from charted features by Hydrographic methods, of other available means, not of a lower order of accuracy. Tangents and floating aids shall be avoided except in certain cases where the officer-in-charge should use discretion in determining the importance of the investigation. Triangulation data will be furnished on request.

4. Largest scale charts will suffice for boat sheets. Use of overlays should be exercised.

5. Copies of Charts 542-SC and 120-SC showing the areas of required investigation are furnished. Areas encircled and indicated by number are features explained by additional accompanying text. These items have originated through reports, investigations, Notices to Mariners and other related means. Other numbered items are those charted from the original surveys that require investigation to verify or disprove their present existence.

6. All numbered items are of primary importance and shall be specifically disposed of by definite statement in the descriptive report.

7. There are many features existing in the project area that are either not charted properly or have not been charted at all. The chart should be compared with existing features of the area and any significant differences should be resolved by specific investigation. Examples of such features are: Piers, bulkhead, piling, fixed aids to navigation, dredged cuts, landmarks, etc.

8. Many of the numbered items will be difficult to verify or disprove by normal hydrographic methods. The use of an improvised drag or sweep may be helpful in these instances.

9. Many dredged cuts and canals exist in the project area, some of which have been encircled in the pre-investigation review. The controlling depths for these features shall be determined for charting. Those dredged cuts and canals presently charted with depth ledgers were charted, in most cases, from 1933 and 1934 surveys.

10. Caution shall be exercised in areas where extensive dredging has been reported to make certain that all charted hazards to navigation have been removed.

11. Surveys are not required in areas covered by recent Corp of Engineers surveys unless an obstruction is reported within the channel area. Copies of Corp of Engineers project maps showing uncharted, improved channels will be furnished.

TIDES

12. All tide observations shall be in accordance with the Hydrographic Manual and Special Publication 30-1.

13. The control tide station at Sandy Hook, New Jersey, will serve as reference station to control survey operations. Satisfactory operation of the gage should be ascertained prior to and during survey operations.

A copy of the installation report giving name and address of the tide observer is attached.

14. As the work progresses, automatic gages shall be maintained at the following locations:

- (a) Ponguogue Bridge, Shinnecock Bay
- (b) Eastport, Moriches Bay
- (c) Patchogue, Great South Bay

14. (continued)

- (d) Vicinity of C.G. Station 83, Fire Island Inlet
- (e) Bay Shore, Great South Bay
- (f) Biltmore Shores, South Oyster Bay
- (g) Cuba Island, Hempstead Bay
- (h) Deep Creek Meadow, Hempstead Bay
- (i) Freeport, Hempstead Bay
- (j) Long Beach, Reynolds Channel

Tidal bench mark data for all locations except (d) are attached.

15. Automatic tide gages shall be operated while hydrography is in progress. A minimum of one weeks' observations are required at locations where previous observations have been made and where the bench marks can be recovered. In case the bench marks cannot be recovered, or for a new tide station site, the minimum period for observations is two weeks.

16. For areas not controlled by these gages, adjusted hourly heights based on Sandy Hook tides may be requested from Bureau Headquarters.

MISCELLANEOUS

17. Field records for this project shall be submitted directly to Bureau Headquarters.

18. Dangers to navigation shall be reported in accordance with Section 1-51, Hydrographic Manual. Other investigation reports shall be submitted at least monthly.

19. Standard note for Coast Pilot inspection. (Area was inspected by Bureau Headquarters personnel in 1965).

20. Costs shall be charged to Fiscal Project 23001-066.

21. Please submit recommendations if it appears advisable to amend these instructions.

22. Receipt of these instructions shall be acknowledged.

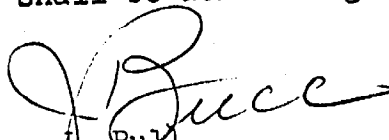

J. Bull
CAPT, USESSA

Chart 542-SC

1. Prominant light reported in middle of Jetty on Rockaway Point at approximately 40°32'57"N., 73°56'26"W. through CL No. 1586 of 1965. Need accurate position of light for charting.
2. Borrow area dredged to 45 feet below MLW encircled on Chart 542-SC originating with C.E. Public Notice No. 4662 and CL No. 111 of 1965.
3. Borrow area dredged to 35 feet below MLW originating with C.E. Public Notice No. 4829 and CL No. 1147 of 1964.
4. Charted depths of encircled areas on Chart 542-SC (5 areas) are substantially different from actual depths as reported by the U.S. Coast Guard through Blue Print No. 68058 and CLs No. 111, 115 and 797(C) of 1965, 931 and 1735 of 1964.
5. Areas reported dredged to 25 feet below MLW encircled on Chart 542-SC originated from CL No. 115(A) of 1965.
6. Areas reported dredged to 45 feet below MLW encircled on Chart 542-SC originated from CLs 203, 244 and 516 of 1964.

Areas indicated in items 2 thru 6 should be thoroughly investigated to determine controlling depth of dredged areas and to verify or disprove charted shoal areas and depths.

7. Submerged piles charted in approximately 40°38'35"N., 73°50'22"W. and 40°38'41"N., 73°50'27"W. should be investigated to verify or disprove their existence. Least depth at MLW should be obtained over the piles if not exposed.
8. Submerged pile and shoal area reported through CL No. 244 of 1964 should be investigated to verify or disprove their existence and to determine their location and depth.
9. Area dredged to 25 feet below MLW to construct bulkhead and fill. Information originated with Chart Letter No. 1404 of 1965 and C.E. Public Notice No. 4630.

This location should be investigated to determine the controlling depth and extent of the channel and the depths alongside the bulkhead. Sufficient development should be obtained to verify or disprove charted shoal areas.

- 9a. Wrecks reported submerged at MHW in Mill and Gerritsen Creeks and Mill Basin originating with N.M. 34/64 and 39/60. These areas should be investigated to locate and determine the depth over the wrecks.
- 9b. Obstruction reported at the entrance to Rockaway Inlet originated with Notices to Mariners 14/59. This hazard to navigation should be investigated for location and depth.

Chart 120-SC

10. The U.S. Coast Guard reports that existing channels and new channels have been dredged in the indicated areas. Their report is recorded at CL No. 797 of 1965. CL Nos. 360(C), 1507 and 1508 of 1965 also report dredging in the marked areas. These channels should be adequately developed to determine controlling depths and extent of dredging. Reconnaissance soundings were obtained at low water on May 10, 1965 by the U.S. Coast Guard in some of the areas requiring investigation. A copy of page H of Small-craft Chart 120-SC showing these depths is enclosed for your information. Channel markers found in these areas should be located for charting purposes.
11. Obstruction bare at MLW reported in 1964 inside the East Rockaway Entrance Channel at approx. $40^{\circ}35'18''N.$, $73^{\circ}45'30''W.$ and the shoal depth of 10 feet in the channel about 125 yards northeast should both be thoroughly investigated for location, extent and depth.
12. Area dredged to 9 feet at MLW originating with CL No. 1378 of 1965 and C.E. Permit No. 3001.

Sufficient development should be accomplished to correct existing charts of the area.

13. Shoal areas reported by the U.S. Coast Guard on May 5, 1965, should be thoroughly investigated for depth, location and extent. This information originated with CL No. 846 of 1965.
14. Jones Creek dredged to a reported depth of 8 feet at MLW by authority of CL No. 28(C) of 1965. The channel should be thoroughly investigated for depths and extent including the shoal and spoil area at the creek entrance.

The channels in the land cuts immediately to the west should be investigated to verify or disprove the charted controlling depths.

The channel reported south of the entrance to Jones Creek centered at approx. $40^{\circ}38'40''N.$, $73^{\circ}27'00''W.$ should be investigated to determine the location, depth, extent. Channel markers should also be located.

15. Indicated channel has been dredged to 28 feet at MLW by authority of C.E. Permit No. 4688 and CL No. 68 of 1965.

This area should be developed sufficiently to determine the controlling depth and extent of the channel for charting.

16. Channel in the eastern part of East Bay has been dredged to a reported 29 feet at MLW originating with CL No. 28(R) of 1965. Markers charted in this area should be checked for accuracy of location.
- 16a. Channel off Whale Neck Point in East Bay has been reported dredged to 30 feet at MLW originating with CL No. 1363(A) of 1965.
- 16b. Dredging reported in the approach to Merrick Creek to a depth of 15 feet at MLW through CL No. 325(E) of 1965. Also the channel extending southeasterly presently charted with the legend 9 FT Rep. should be included in the investigation of this area.
- 16c. Dredging and a fill reported in Mud Creek through C.E. Public Notice No. 4368 and CL No. 68(O) of 1965.
- 16d. Dredging reported in Parsonage Cove to 25 feet at MLW through CL No. 28(P) of 1965 and C.E. Public Notice No. 4314.
- 16e. Marked channels reported at the entrance of Parsonage Cove presently indicated with the depth legend 15 FT Rep., also borrow pit and marked channel reported in the north section of Middle Bay.

Areas listed from 16 to 16e should be sufficiently developed to determine depth, extent of channels, location of markers and other aids to navigation and to verify or disprove existing shoals and depth legends.

17. Shoals charted in the indicated areas originated through CL Nos. 846 and 1508 of 1965. These areas should be investigated thoroughly to verify or disprove the reported depths and their location.

Other charted areas requiring investigation in this vicinity are the submerged wreck labeled, "6 FT Rep. PA" in 40°37'00"N., 73°30'00"W.

3 foot shoal at the entrance to Great Island Channel in 40°36'53"N., 73°29'52"W.

Shoals blocking north entrance of channel through Cuba Island centered in 40°37'40"N., 73°31'21"W. and the south entrance in 40°37'06"N., 73°31'28"W.

Shoal in middle of channel north of Neds Creek in 40°37'04"N., 73°33'00"W.

Shoal west of Broad Creek Channel centered in 40°37'50"N., 73°32'22"W.

Submerged wreck and shoal depth of ½ foot located at 40°36'38"N., 73°34'47"W.

Submerged wreck in east section of Baldwin Bay in 40°37'44"N., 73°35'11"W.

Shoal in middle of Bellmore Creek at approximately 40°39'18"N., 73°31'05"W.

No hydro available for area west of Freeport Creek centered at approximately 40°38'13"N., 73°34'00"W. Should be developed sufficiently for charting purposes.

Wreck PA in Bellmore Creek at approximately 40°38'36"N., 73°31'10"W. should be investigated to determine location and depth over the wreck.

18. All dredged cuts with depth legends should be investigated for agreement with charted depth. Dredging with entrance to Massapequa Creek originated with CL No. 551 of 1961.
19. Channel dredged to 7 feet at MLW originating with C.E. Public Notice No. 5254 and CL No. 28(L) of 1965.

Channel should be examined for location, controlling depth and extent. It was also reported that an intricate system of canals extend inland from this channel if possible.

20. Areas reported dredged by authority of CLs Nos. 325(A & B), 1751, 371(B), 1387(A) and 28(O) all of 1965 and 1507 of 1964.

These areas should be sufficiently developed to show controlling depths, disprove or verify charted shoals, locate uncharted markers and hazards to navigation.

21. Poles charted with the descriptive letters PA (Position approximately) originating from CL No. 1508/65 should be located accurately so that the PA can be dropped on existing charts.
22. Snag charted in approximately 40°40'58"N., 73°10'20"W. originated with H-7802.

This area should be thoroughly investigated to located and determine the depth of water over the snag or to disprove existence.

23. Obstruction reported charted in approximately 40°40'33"N., 73°13'22"W. by authority of Notice to Mariners 13/56.

This area should be thoroughly investigated for location, and depth so that it may be charted accurately for the safety of navigation.

24. Stakes charted in approximately 40°40'08"N., 73°15'05"W.

The charted position of these features should be verified.

25. Area reported dredged in Great Cove at approximately 40°42'35"N., 73°14'21"W. through CL No. 26 of 1965.

This area should be developed sufficiently to show controlling depth and extent of dredging.

26. Shipwrecks exposed at MHW charted in approx. 40°40'06"N., 73°18'13"W. and in approx. 40°40'28"N., 73°18'37"W. originating with Notices to Mariners Nos. 45/65 and 41/62.

These wrecks should be located accurately and verified as to their visibility at all stages of tides.

27. Marker (lighted) charted in approx. 40°43'21"N., 73°07'27"W.

This fixed structure should be located accurately and verified as to whether it is lighted or not. Also waterways extending inland should be investigated to obtain depths for charting.

28. Channel charted with legend 7 FT. Nov. 1963 crossing Great South Bay southeasterly from Lindenhurst should be investigated thoroughly to determine the location, extent and controlling depth.

29. Visible wreck south of Gilgo Island in approx. 40°37'20"N., 73°24'47"W. should be investigated to determine its location and to verify whether it is visible at HW.

30. If possible, develop inlets on the north shore of Moriches Bay (Terrell River and Areskand Creek) so that depths may be shown on Chart 120-SC.

31. Area reported dredged to 25 feet at MLW through CL No. 371(E) of 1965 and C.E. Public Notice No. 4785.

This area should be sufficiently developed to remove the charted shoal areas and the obstruction reported within the area and to provide controlling depths for charting.

32. Shoals charted in the following areas should be investigated to determine the location, depth and extent.

- 32a. Shoaling between Moriches Bay Lighted Buoy 19 and Buoy 21. Approx. position 40°45'07"N., 72°50'00"W.

- 32b. 3 foot shoal in middle of channel extending northeasterly from south shore of Moriches Bay. Approx. position 40°46'04"N., 72°47'04"W.

- 32c. Shoaling reported between Bellport Bay Lighted Buoy 8 and Buoy 10. Approx. position 40°44'28"N., 72°53'17"W.

- 32d. Obstruction reported at the entrance to Browns Creek. Approx. position 40°43'07"N., 73°04'04"W., by authority of N.M. 40/64.

33. Channel extending to the south shore of Bellport Bay charted without controlling depth. Approx. position 40°43'15"N., 72°55'53"W.

This channel should be investigated to determine the position and depths for accurate charting, also the location of any markers that may be placed to mark the channel.

34. Depths should be obtained for the following inlets and waterways presently charted without hydrography:
- 34a. Inlets and dredged cuts at Smith Point and in Johns Neck Creek. Approx. position 40°44'37"N., 72°52'00"W.
- 34b. Channel and dredged cuts in Beaverdam Creek. Approx. position 40°45'35"N., 72°55'22"W.
- 34c. Channel extending into Abets Creek approx. position 40°44'53"N., 72°58'41"W.
- 34d. Small boat channels in the waterways west of Patchogue Creek. Approx. position of the first waterway: 40°44'50"N., 73°01'20"W. Approx. position, second waterway (Corey Creek) 40°44'38"N., 73°01'40"W.
- 34e. Green Harbor and waterway extending inland approx. position 40°43'14"N., 73°05'30"W.
- 34f. Small boat harbor located at Davis Park in approx. 40°41'15"N., 73°00'20"W.
- 34g. Small channels extending to the piers at Water Island. Approx. position 40°40'40"N., 73°01'50"W.
- 34h. Verify depth legends shown for the small boat channels west of the village of Water Island in approx. 40°40'30"N., 73°02'38"W.
- 34i. Small boat basin located at the village of Lone Hill in approx. 40°40'00"N., 73°04'14"W.
- 34j. Depths to the small boat piers at Cherry Grove in approx. 40°39'42"N., 73°05'26"W.
35. Obstruction consisting of a sewer outfall base at MLW (PA) charted in Shinnecock Bay at approx. 40°51'44"N., 72°26'58"W. originated with CL No. 243 of 1964.

The area should be thoroughly investigated to verify or disprove the charted obstruction, if found, the least depth over the hazard should be determined.

36. Shoal areas charted inside the entrance to Shinnecock Bay centered at approx. 40°50'58"N., 72°28'47"W. originating with CL No. 243 of 1964.

These areas should be developed sufficiently to determine depth, location, and the extent of shoaling.

37. Inlets, dredged cuts and channels charted in the following locations require development or investigation for accurate charting.

37a. Dredged channel charted with the legend 3 feet in the east section of Shinnecock Bay in 40°51'28"N., 72°26'15"W.

37b. Middle Pond and Far Pond charted in the northeast section of Shinnecock Bay requires depth information.

37c. Side channel extending southeasterly from the Shinnecock Bay Channel centered at approx. 40°50'38"N., 72°29'26"W. should be examined for controlling depth.

37d. Small boat channel extending from Shinnecock Bay to Tiana Beach, approx. position 40°50'00"N., 72°32'20"W.

37e. Channel into Weesuck Creek charted with channel depth legend "3½ FT REP 1959", approx. position 40°50'25"N., 72°34'10"W.

37f. Small inlet charted with depth legend 5 FT. approx. position 40°50'57"N., 72°33'03"W.

38. Shoaling reported in the channel through Shinnecock Bay off Pine Neck Point in approx. 40°50'12"N., 72°32'55"W. through CL No. 819(2) of 1965.

This section of channel should be investigated to determine the controlling depth and extent of the reported shoaling.

39. Spoil area at Sedge Island in approximately 40°49'30"N., 72°34'00"W. should be investigated to determine shoal depths for charting in accordance with new chart specifications of showing depths in these areas.

40. Shoals, dredged cuts, piling, and landmark should be investigated as follows:

40a. Shoals on channel edge in the east section of Shinnecock Bay centered at approx. 40°49'35"N., 72°34'28"W. should be developed to verify or disprove the existence of those shoals.

40b. Piling or stakes located on the channel edge at the east entrance of Quoque Canal in approx. 40°48'45"N., 72°35'24"W. should be investigated to verify the present existence and location of these features.

40c. Section of channel at the east entrance to Quantuck Canal charted with blue tint should be examined to determine controlling depth. Approx. position 40°48'10"N., 72°37'30"W.

40d. Shoaling reported at the west entrance of the Quantuck Canal in approx. 40°47'55"N., 72°38'19"W. through CL No. 1049 of 1965, should be thoroughly investigated to verify or disprove the existence of the charted shoal.

40e. House (PA) located in the east section of Moriches Bay in approx. 40°47'44"N., 72°39'30"W. should be investigated and located more accurately for charting purposes.

40f. Small boat channel located along the south shore of Moriches Bay should be investigated to determine the controlling depth, extent and to verify the charted location of the channel.

41.

41. Channel reported dredged to 10 feet at MLW in depth by 300 feet in width through Moriches Inlet by authority of C.E. Public Notice No. 4895 and CL No. 473(K) of 1965.

This area should be developed to provide controlling depth, location and extent of the new channel for charting.

42. Shoaling in the east section of the Moriches Bay Channel in approx. 40°46'51"N., 72°45'07"W. originating through N.M. 46/61.

Area should be developed to verify or disprove the existence of the shoal and to provide the controlling depth of the channel through this section.

43. Channel reported dredged to 10 feet at MLW and State maintained Daybeacons originating from CL No. 536 of 1963. Approx. position 40°36'27"N., 73°34'20"W. (See item 13)

The channel should be investigated to verify or disprove the location and depth as charted. The charted location of the Daybeacons should be checked for accuracy.



RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO.

INSTRUCTIONS

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.

1. Letter additional information.
2. In "Remarks" column cross out words that do not apply.
3. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

[illegible]